

Charlevoix County Herald.

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Good Roads Were Discussed

At Our County Fair Last Thursday Afternoon.

One of the extra features of our Fair last week was an address given by H. D. Boardman of Jackson on "Good Roads," with introductory remarks by Geo. H. Van Pelt of Charlevoix.

Mr. Van Pelt said:—
It has been my good fortune to have lived at Norwood in this county for thirty-four years. I have seen her fine forests of hardwood cut down and the land by degrees transformed into farms.

When I was a boy, I lived on a farm and have always had a soft spot in my heart for farm life and in a quiet way I have tried to make my farm friends see wherever they could better their conditions. When the clearings were small, I showed them how they could insure their winter's supply by planting on the road sides—how they could improve their farms by keeping cattle and sheep because we all know we can't always keep taking out from anything and have it make good, without we put something in. It is exactly the same with a farm as it is with a bank, but the greatest gain of all is in good roads. This I have talked for 34 years and with the auto coming, we had better roads than any of the counties about us.

Now, the time has come for us to make them better still, because we have learned that the very best macadam roads that can be built will not stand the wear and tear of the big autos. They have utterly destroyed the value of the nine foot gravel roads that were built last year and this shows that it is a waste of money to build any more of our main roads with gravel. There is only one road that will stand this great strain and that is concrete and now it has to be and is admitted by all who use the roads either by auto or wagon.

So I have taken the liberty of inviting a young friend of mine to come up and speak to you these four days of our County Fair. He was born on a good macadam road, but when arrived at years of maturity and began to fight the battles of life, he found many boulders, washouts and thank-you-mams in the road and he began to labor for himself and for his fellow men. He soon became a concrete "crank". Concrete is a good strong mix and conveys the idea of great strength—strength of character, strength to build on. Concretely, to be concrete, why, you have to be loyal to your concrete ideas—or his concrete ideas.

He will now express to you in better language than I can—but he don't understand the great benefit of concrete roads one bit better than I do—you soon learn that he is a concrete hustler from Hustleville, Hustle County.

Permit me to introduce to you Mr. Harry D. Boardman, who will now tell you much about concrete roads.

DO WE NEED GOOD ROADS?

(Why Bobby, Answering the Lure of Travel, Climbed a Tree to View Distant Lands in the Next Lot, and How He Learned His First Lesson on the Advantages of Traveling on a Good Road.)

When Bobby climbed a tree in his back yard to get a glimpse of foreign lands beyond the hill, he unconsciously answered the call of the road. He wanted to travel; later the lure of the road still pulling, he sallied forth like a valiant knight of old, riding a stick horse, made a gallant dash of many leagues across the pasture, took mental notes on the new land, put the lash to his steed, and was back to the kitchen door in time for supper, travel worn, and hungry. He tracked up the kitchen with his muddy boots and got spanked and thereby learned his first lesson on the advantages of traveling on a good road.

Not every one of course is interested in Bobby and his earlier travels, but we thought that perhaps you might be interested, so we have used in an illustrative way, this incident from a little boy's life—an incident which you can match in your own life—to lure you, to reading the answer to the question:

"Do we need good roads?"

It should be unnecessary to ask a question like this in any community in the United States today. We should be far ahead of that stage in community building, that to ask that question would at once mark our own position far back in the ranks of citizenship. However that may be, we must ask the "limbered up." Our roads are the bolts and pulleys in this machinery.

They transmit our social, educational and agricultural power. If these belts and pulleys are "gummed up" they pull slowly and irregularly, and our social, educational and agricultural life is "gummed up" in like proportion. There is no escaping this truth.

We know that travel educates, but too often we use the word travel in the sense that we must get way off yonder somewhere before the education begins to "step in," when as a matter of fact the need for travel is right here at home. We need closer communication need to know each other better; and there is nothing in this world which will more quickly break down the barriers of isolation and the monotony of the farm than easy and smooth traveling.

We do need good roads.
There is really no reason to argue on this subject among ourselves. This need is a fact—a fact as hard and as solid as a concrete road. But we do need to have impressed upon our minds the intensity of this need for better highways and to have this need impressed so deeply that we will act instead of talk, and thus put our community on the basis, as financiers would say, of a going concern. If we continue to talk without action, good roads in our community will be as indefinite and distant as the milky way.

The history of man is the record of man's struggle against nature. Slowly he has loosed the bonds that have held him at the mercy of his foes. But we who are yet living on bad roads are bound hand and foot while the elements play about us. When the rains come we are stuck fast in the mud, blocked from the markets and from the profits which would be ours but for our own stupidity.

If we are not going to build modern highways, get out of the mud and connect up with the outside world on hard surface roads, we would display wisdom by turning back to cave days and "hole up," not for the winter, but for eternity so far as our community life is concerned.

But we started out, you say, to hang this discussion on this peg:
"Do we need good roads?"

Yes, we do.

We need good roads if we are going to add interest to life in this community. To add interest, make the most profit from our farms, and hold our young people, we must keep in line with other communities. This is not mere talk repeated so many times that you may throw it aside as amounting to nothing. It is important enough to warrant sending a corps of bell ringers through the skies, if we could, to wake up to a realization of the fact that our work on our particular patch of the earth's surface, is how to get the most out of life—social, educational and agricultural. And the only way to do that effectively is to build good roads.

The evolution of highways parallels the evolution of the whole scheme of transportation. Early methods of transportation depended upon oxen, teams and horses. Better vehicles demanded better roads and the automobiles has been the greatest factor in compelling the permanent paved highway. Both have made the office, store and factory so accessible to the rural home that people have moved still farther away from the congested districts of the city, necessitating still greater development of the rural highway.

A hundred years have passed since the National Pike demonstrated that a better road is a stimulus to better fences, better barns, better houses, better people, and better land values along its course. Corresponding conditions rule today, even though modern traffic conditions have made it necessary to rehabilitate the National Pike in part by the use of concrete pavement.

Statistics show that at least 70 per cent of the automobiles manufactured recently have found their way to the country, hence the rural dweller has not only been given the opportunity, but developed a greater desire to travel today than ever before. Moreover, he has seen good roads and now appreciates the absolute necessity for them, and for their further extension in his community.

One of the most recent proofs of why we should have better roads comes from Ohio, where highway enthusiasts point to the fact that those counties where roads have not been improved have lost population, while on the other hand counties that have modernized their roads have grown in population and land values have arisen.

The U. S. Department of Agriculture has found that in Spottsylvania County, Virginia, from an investment of \$100,000 to improve 40 miles of road the

results were most surprising. Two years after completing this road the railroad shipped from Fredericksburg, the county seat, during a period of twelve months, 71,000 tons of products of the soil, hauled over the improved highway to that town. Before the improvement had been made the total was only 29,000 tons annually—the result of a better highway to the railroad.

Results equally as startling were shown in the quantity of dairy products. In 1909 these amounted to 114,815 pounds, in 1911 they had risen to 253,028 pounds—an increase of practically 140 per cent in two years.

Summing up the answer to our question, a portion of a speech made not long ago by Governor Ralston of Indiana, may be quoted:

"Transportation means commerce; commerce means a better understanding between the people, the more people trade with one another, the more they appreciate their interdependence upon one another and interdependence in the end breeds neighborhood and closer fellowship. People living ten miles apart without any means of transportation connecting their respective communities are strangers, though they are citizens of the same county, whereas, people living twenty-five miles apart with their respective localities by an easy means of transportation are friends, and by their personal contact with one another, each gives the other an impetus in life which minimizes selfishness and magnifies good will among men. And thus it is that highways and transportation no longer separate farms and neighbors, they connect them. A road is a tie that binds and the longer the road the more far-reaching is its binding and brother making power."

The time has come where we must have good roads whether we want them or not. If we do not want them we will be left far behind in the march of progress. The dilapidated looking farm with a good road passing it will soon be a thing of the past. Such farms will soon be found only in the back hills, remote from good roads.

Pioneer Resident Passes Away

Ira M. Miles was born in Madoc Canada, June 16, 1842 and departed this life Sept. 9th, 1916. He came to Michigan in 1858. He enlisted in the 10th Michigan Infantry in 1861 acting a drum major during the entire war. In 1865 he was united in marriage to Ellen E. Corey; to this union was born five children of whom four are living. Edwin having departed this life June 22nd 1901. Those who survive him are his wife, his daughter, Mrs. Clark Barrie, and his sons, James and Lyman of this city, John of Flint. Funeral was held from the home of his daughter, Tuesday morning. Rev. John Clemens officiating.

Card of Thanks

We wish to thank the kind friends and neighbors who did so much to cheer and make bright the sick room of our dear husband and father and for the beautiful floral offering which speaks of love and sympathy at his death.

Mrs. E. E. Miles.
Mrs. C. J. Barrie
John, Lyman and James Miles.

1916 Daffydills

A tree won't bite, but it parks continually.

Almost everybody Falls for the Autumn.

If a window weighs 25 pounds, what would a door-way?

You have seen the reed bird, but have you ever seen the brick bat?

While on the subject of big fires how would you class the grate fire?

When the Bible speaks of asking for bread and getting a stone did it refer to marble cake?

Though you may be a peaceable family, you are bound to have family jars, if you have preserved fruits.

Paid to Prevent Diseases

In certain parts of Cuba a physician is paid to keep the patient well and not to cure him if he gets sick. It is a very desirable method and is modeled somewhat after the system used in a number of European countries, where the income of the physician decreases in ratio to the prevalence of disease.

Compression of the waist is said to be harmful, but if the right young man makes the attempt the average girl is willing to take chances.

BROME GRASS EXHIBIT AT COUNTY FAIR

In the exhibit of the Agriculture Department of the East Jordan High School at the Charlevoix County Fair last week a premium of \$1 was offered for the correct name of the grass exhibited there. The correct name of this is Brome Grass which was guessed correctly by four people:—Wm. Severance, Leonard Hite, C. J. Malpass and Wm. Kenney.

This grass drew considerable attention and a description of it is given herewith:

Brome grass is a native of Europe, from which country it was introduced into the United States at a comparatively recent date. It is a deep-rooting, stoloniferous grass, with an abundance of root leaves and a good supply of stem leaves. The stems are erect, from 2½ to 4 feet tall, bearing a spreading head from 6 to 10 inches long. The grain or seed is about one-fourth of an inch in length and is brown in color.

Brome grass is of such recent introduction into this country that its value is not yet well understood. It seems to be unquestionable the best tame pasture grass for the Great Plains region and the Pacific Northwest, and it is of more or less value throughout the North Central and Northeastern states. Its numerous deep roots enable it to withstand drouth better than any of our other cultivated grasses, which explains its value in the Great Plains and Intermountain districts. It has been cultivated for many centuries in southern and central Russia, in a climate very similar to our Great Plains region.

The method of seeding is not different from that which is common with timothy. It does much better on loam or clay soils than on those of a sandy nature. It grows fairly well on sandy soils, however, when once established, the difficulty being to prevent injury from blowing sands until a sod is formed. The usual rate of seeding is from 15 to 20 lbs to the acre when sown alone; when sown in a mixture, 6 to 10 lbs are sufficient.

The best use of brome grass is for the production of pasturage in the Great Plains and Rocky Mountain states. It is useful there also as a hay grass, particularly for the first two years after seeding, for it produces an abundance of hay until it becomes sod-bound. It is one of the most palatable of grasses, cattle eating it in preference to blue grass. It is also of value in improving worn-out lands, since it produces a large quantity of stems and roots and adds materially to the vegetable matter in the soil.

In permanent brome grass meadows, the sodbound condition which is likely to develop may be prevented by thorough disking without plowing at intervals of a year or two. Pastures will also be improved by disking.

In sowing brome grass care should be taken to obtain seed which is free from crack grass. Seed samples may be sent for analysis to the Agriculture Department of this High School or to the Botany Dept. of the Michigan Agricultural College.

B. J. HOLCOMB.

Hints for Housewives

For dishcloths, sew two little salt bags together. They will last longer than the ordinary ones.

Marks on paint, made by scratching matches, can be removed by rubbing with a cut lemon.

When slices of cold boiled ham are to be used for sandwiches, they should be shaved rather than sliced.

To heat dishes quickly, don't put them in a hot oven, but let them lie for a minute or two in hot water.

In cooking fruit, it takes nearly twice as much sugar to sweeten if added before cooking. Cook first, then sweeten to taste.

The very best ham sandwiches are made with hot tea biscuits cut in two, buttered, and spread liberally with minced or chopped ham.

Tea and coffee stains may be taken from white goods, by soaking in glycerine and letting stand several hours untouched, afterward washing in soap and water.

New Use For Orange Peel

Orange peel is now used as a simple laxative. Fresh orange peel is boiled and the first bitter infusion poured off; then it is boiled again in a slightly sweetened water, for about half an hour. After it has dried it is ready for use, the dose being the peel of a whole orange.

East Jordan 12, Boyne City 0

East Jordan defeated Boyne City Sunday for the third time this season. East Jordan out played them at every stage of the game. Boyne seems to like the kind of ball East Jordan plays for they booked them a game for next Sunday at Boyne City.

Score—1 2 3 4 5 6 7 8 9 R H E
E. J.—1 2 2 0 0 0 0 0 12 17 0
B. C.—0 0 0 0 0 0 0 0 0 3 4

Batteries—East Jordan, S. Sedgeman and Bennett; Boyne City, C. Safran and Bradley.

Should Command Attention

"THE GIRL WITHOUT A CHANCE" which comes to the Temple Theatre next Tuesday, Sept. 19th is said to be one of unusual interest in every particular. It possesses every element to stir the interest of the audience and at times creates in them unparalleled enthusiasm. The story pictures in the first act a little home in Italy, which is visited by a couple of American tourists. The girl becomes infatuated with one of them which results in her downfall. The American deserts her and returns to his own country where twenty years afterward he comes in contact with a daughter of his unfortunate victim. He is then a leading character in the police department and very closely allied to the underworld. Many of such characters figuring prominently in the play. There is a vein of humor running all through it serving excellently to relieve the intensity of the dramatic situation. A story like this is bound to get the attention of all lovers of drama.

Rapid Growth of the Railwaymen's Relief Ass'n.

Both of the members of the East Jordan Division No. 24 of the Railwaymen's Relief Ass'n of America, Erie Farmer and Rudolph Best of this city have been elected as delegate and alternate respectively to the tenth annual convention of the order to be held at Muskegon, Mich., Oct. 3rd and 4th.

This association was founded in a switchmen's shanty in the North Yards in Muskegon and for several years its operations were limited to employees of the Pere Marquette road. The scope of the organization soon extended, however, and before many years elapsed it was growing so rapidly that it was with difficulty that the scores of trainmen seeking membership in the order were accommodated.

No part of the organization's operations are for the purpose of profit in any shape, the sole object of the society being the general protection of all trainmen and their advancement in every possible way. Railway employees are officers of the association, which aids in cases of sickness, accident or death. At the present time the membership of the society totals, nearly 100,000 employees.

WISE AND OTHERWISE

Between grinning and groaning choose the former.

Wisdom can win wealth, but Wealth cannot win wisdom.

The best way to please a woman is to listen, rather than to talk.

Villa could make an honest living showing the fishes how to slip through nets.

And queer it is how the bees of opportunity buzz around the bonnets of the busy man.

If all boys were as smart as their parents say they are, what a wonderful country we would have.

The European war may not end this fall, but the political campaign is going to crowd a lot of it out of the news papers.

How would you like to be Sir Ernest Shackleton down amid the antarctic ice fields. It does seem that some men have all the luck.

The candidate who has not had his skeleton brought out of the closet for an airing may be assured that his opponents do not consider him at all dangerous.

Women have one great advantage over men in their personal appearance. They can build themselves either up or down to make themselves fit their clothes.

Lincoln did not wait for opportunity to fall asleep on his door step. When it knocked, he promptly answered the call, seized it around the neck, and dragged it in.

A bore is a person who has nothing to do but sit around and visit.

Commission Proceedings.

Special meeting of the City Commission held at the commission rooms Wednesday evening, August 31, 1916. Meeting was called to order by Mayor Cross. Present—Cross, Gidley and Lancaster. Absent—None.

Minutes of the last regular meeting were read, and on motion by Gidley, were corrected to read as follows:

Whereas, the following streets in the City of East Jordan, Charlevoix County Michigan, viz.,

"Commencing at the intersection of the Charlevoix and East Jordan State Road (so called) with the west corporate limits of said City of East Jordan, thence southeasterly along said road known in said City as Lake street to an intersection with West Water street, thence east along West Water street to an intersection with Water street, thence southeasterly along Water street to an intersection with Bridge street, thence northeasterly along Bridge street to an intersection with Mill street, thence easterly along Mill street to an intersection with State street, thence southeasterly along State street to the east corporate limits of said City" are in a bad condition and in need of repair, and

Whereas, said city is unable to make the necessary repairs thereon and will be unable to make proper improvements on said streets for some time to come, and

Whereas said streets form part of a highway passing through the City of East Jordan to the city limits of which the same have already been taken over by the County Road Commissioners as a part of the county roads of Charlevoix County, therefore

Resolved, That the said County Road Commissioners be and they hereby are requested to take over the streets above described as a part of the county roads of Charlevoix County.

Further Resolved, That upon the adoption of said streets and parts of streets as county roads by said County Road Commissioners that the City of East Jordan release and give over to said Road Commissioners all further control and responsibility over the same.

Adopted by the City Commission of the City of East Jordan on the 21st day of August, A. D. 1916, by an aye and nay vote as follows:

Ayes—Cross, Gidley and Lancaster. Nays—None.

On motion by Lancaster, meeting was adjourned.

Regular meeting of the City Commission held at the commission rooms Monday evening, Sept. 4, 1916. Meeting was called to order by Mayor Cross. Present—Cross, Gidley and Lancaster. Absent—None.

Minutes of the last meeting were read and approved.

On motion by Gidley, the following bills were allowed:

Giles & Hawkins, supper for election boards,	\$ 7.35
Dwight H. Fitch, salary and rental,	24.16
R. Bingham, labor,	5.00
E. Kleinhans, labor at cemetery,	10.00
Henry Cook, salary,	75.00
Mayor Cross, salary,	50.00
Geo. Spencer, labor & material,	34.35
Reid & Graff Plumb Co., labor and material,	252.96
E. J. Hose Co., Reinhart fire and practice,	48.50
E. J. Iron Works, meter boxes,	72.00
Enterprise Pub. Co., printing,	16.05
Bert Hughes, cement work,	92.00
Mich. State Tel. Co., rentals,	6.25
E. W. Giles, cleaning streets,	27.00
Gregory, Mayer & Thom Co., registration books,	12.00
American LaFrance Fire Engine Co., mds.,	25.00
Jack Shier, del. ballot boxes,	1.00
Wm. Johnson, del. ballot boxes,25
Wm. Patrick, labor,50
J. A. Lancaster, salary,	25.00
James Gidley, salary,	50.00
James Malpass, tax rebate,	115.21
Elec. Light Co., pumping and lighting,	375.92
City Treasurer, payment of elec. boards,	73.50
Moved by Lancaster, supported by Gidley, that the firemen be allowed 50c each for practice not oftener than once each month. Carried.	
On motion by Lancaster, meeting was adjourned.	

OTIS J. SMITH,
City Clerk.

Nursery Rhymes Retwisted

Cross patch, draw the latch,
Sit by the fire and spin,
Your yarn so nice, at the present price,
Will bring you a lot of tin.